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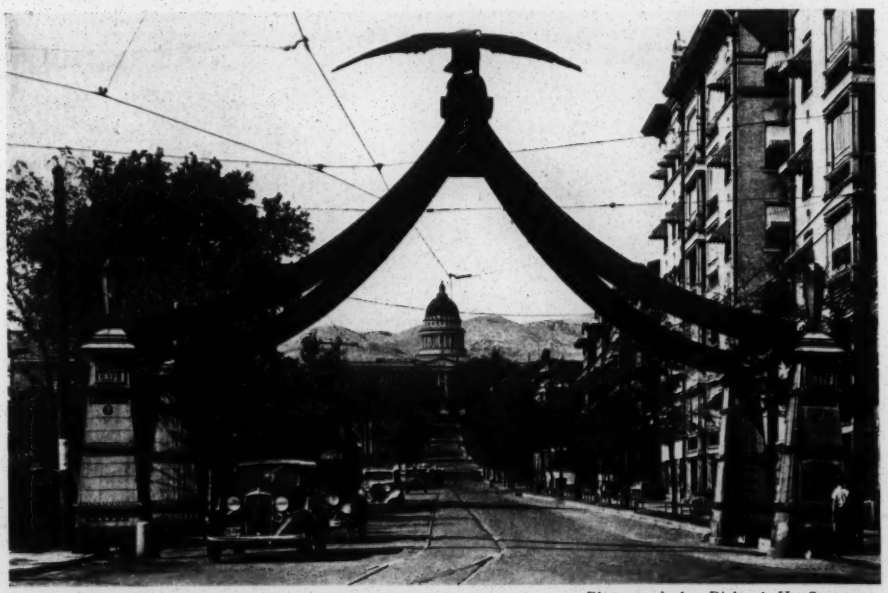
Contents for Week of March 7, 1938. Vol. XVII. No. 4.

1. Tientsin Closes Career as U. S. Army Outpost in Orient
2. State Capitols in U. S. Built on Classic Lines
3. The Gold Coast, Where Cocoa Is a Gold Substitute
4. The Equator Is Neptune's Tollgate
5. Two Bostons Keep in Touch across the Sea



Photograph by Richard H. Stewart

EAGLE'S POWER AND BEEHIVE'S INDUSTRY PRESIDE OVER UTAH'S CAPITOL

Like most capitols built since the U. S. Capitol set the style, the Utah granite Statehouse is topped by a dome. Framed in trees bordering State Street in Salt Lake City, it looks down upon Eagle Gate, built by Brigham Young as entrance to his estate. Young's home and his office, named the Lion House and the Beehive House, are still standing beyond the gate on the left. In the distance rise the peaks of the Wasatch Range (Bulletin No. 2).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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General Headquarters, Washington, D. C.

Tientsin Closes Career as U. S. Army Outpost in Orient

MARCHING orders read "Home from China" recently for the 15th Infantry's three battalions of the U. S. Army in Tientsin. Stationed in that North China city since 1912, the "Chinese" doughboys are heading for home, leaving American interests in the Orient under the protection of the U. S. Navy and detachments of the U. S. Marines. Their departure from Tientsin closes the only U. S. Army post maintained on foreign soil.

Aside from its importance as commercial center of North China, Tientsin is the portal to Peiping, the nation's capital until 1928. Imperial Peiping lies only 80 miles to the northwest. The situation of Tientsin gives it control of the old capital's communications with the sea.

A railroad from the north, from Mukden in Manchuria, and another from Pukow in the south converge on Tientsin's stations on the way to Peiping. The 900-mile Grand Canal takes leave of much of its impressiveness at Tientsin, and lets smaller canal arms reach Peiping-ward. A dusty old highway also unites the two leading cities of China's north.

The Little "Shanghai" of the North

Tientsin, usually spoken of as the port of Peiping, is actually an inland city, 30 miles up the Hai Ho from the Gulf of Chihli. So "Peiping's port" must make use of first and second assistant ports. At the not-quite-twin towns of Tangku and Taku, large vessels must anchor and dispatch their passengers and cargo up the river in launches, lighters, or junks. The second-assistant port is Ching-wang-tao, where steamers unload their passengers for a train ride to Tientsin in winter when rivers are frozen over. It is from Ching-wang-tao that the 15th Infantry will leave.

In commercial importance and in eastern flavor, Tientsin is a small-scale version of Shanghai in the south. The city spreads along both sides of the Hai Ho, with the southeastern third taken over by the foreign concessions of British, Belgian, Italian, Japanese, Russian, and French governments. The British settlement, planned by General Charles ("Chinese") Gordon, has its own wharf for steamers on the river side of the broad Bund, its own park named after Queen Victoria, and its own hotels, shops, and banks.

"Clothes-Selling Street" Is Busiest

"Town Within the Walls" and "Town Outside the Walls" are native sections of Tientsin, but the names are no longer truly descriptive. The old walls of the city were battered down by foreign bombardment when allied troops captured Tientsin during the Boxer uprising in 1900, and afterwards demolished entirely. The wall site was converted into a wide boulevard—a novelty in an inland Chinese city at that time. The wrecked stones were used for roads and ballast for railroad beds.

The city's Main Street is Ku-i-chieh, or "Clothes-selling Street," where furs and silks and jewelry inspire big business deals, whether reckoned in amount of time or dollars and "shoe silver," named for its shape.

To foreigners may be charged the birth of the night- and club-life of Tientsin. Recent dispatches state that in spite of the occupation of a part of the city by Japanese, and the rush of many Chinese citizens to the foreign concessions for protection, theaters, roof gardens and dance halls continue to operate.

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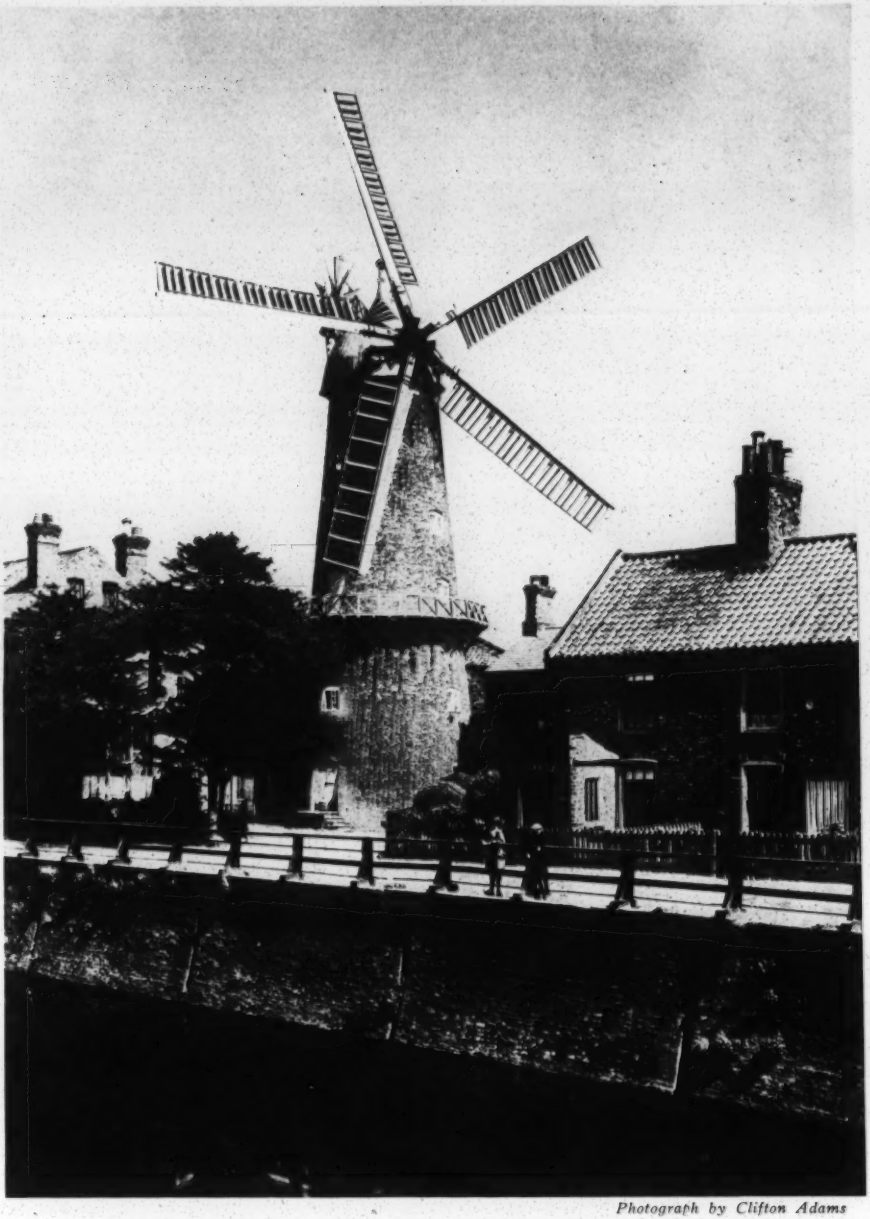

Photograph by Clifton Adams

FROM WINDMILLS TO WINDMILLS WAS THE PURITANS' FIRST MOVE

The Puritans migrated first to The Netherlands, where they found at least one feature in common with the land from which they had come—low, marshy country drained by canals, studded with windmills, and easily flooded. Their lowland origins made all the more alien their adopted Massachusetts, with its "stern and rockbound coast." The picture shows a double-action windmill in Boston, England, whence the Puritans sailed to wind up eventually at Boston, U. S. A. Two wheels work the mill. A small one turns the entire top so that the big wheel will always catch the wind. The canal in the foreground is part of a drainage project that has converted the coastal marshes of England's Lincolnshire Fens into flat rich farmland (Bulletin No. 5).

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State Capitols in U. S. Built on Classic Lines

THE NAMES of State capitals in the United States may be hard to learn, but they usually stay "learned" for a lifetime. They require little by way of revision, as would a list of the various States' largest cities. But a change in that stable list is under discussion. The Georgia legislature has received a proposal to move the State capital from Atlanta to Macon.

A minor problem connected with such a move would be the question of housing. Would a new State capitol building be constructed in Macon? Would the present capitol in Atlanta be for rent?

The Atlanta structure, of Georgia granite, marble, and limestone, has "capitol tradition" built into every line of central dome, columns and classic pediments. A brief survey of State capitols reveals that the Georgia building is typical.

Jefferson Imported Grecian Patterns

If an orator or lawmaker of ancient Greece and Rome could start up the front steps of many Statehouses of the United States, he would probably feel pretty much at home. For the majority of these buildings were erected in a classic style of architecture, embodying the simple dignity and large-scale grandeur that crowned the Athenian Acropolis, or the seven hills of Rome.

One of the chief promoters of classic architecture in America was Thomas Jefferson. The Virginia State capitol at Richmond, completed in 1789 from his design, was the first American building copied directly from an ancient classic form. Its facade, with majestic pillars, was derived from the Maison Carrée, at Nimes, France. This well preserved Roman temple captured Jefferson's imagination when he was Minister to France.

Ever since, classic architecture has been the vogue for public buildings in the United States. An airplane tour of the country would reveal it sprinkled with gleaming domes and colonnades of capitols, court houses, museums, libraries, and post offices. Many modern edifices in Washington, D. C., such as the new Supreme Court Building, resemble Greek temples.

Many Statehouses Resemble National Capitol

North Carolina's Statehouse in Raleigh is modeled partly after the Parthenon, on the Acropolis (illustration, next page). Ohio's, in Columbus, is crowned by what appears to be a truncated dome. This circular, flat-topped "drum" is an attempt to work out a dome effect in a Greek style.

In Nashville, Tennessee, frequently called "The Athens of the South," the capitol is similar in form to a Greek Ionic temple. Its tower is a replica of a monument erected in Athens 335 B. C. and still standing. Because of its cylindric shape, the latter is popularly called the "Lantern of Demosthenes."

For decades Statehouses have been, except for slight variations, smaller replicas of the U. S. Capitol in Washington, D. C., with rows of columns, two wings for the houses of legislature, and a dome, cupola, or other central crowning feature. Charles Bulfinch, one of the architects for the original Capitol, designed capitols for Connecticut, Massachusetts, and Maine.

The Statehouse in Boston, with its red brick walls and gilded bulbous dome gleaming from Beacon Hill, was, from 1800 until the completion of the Capitol in Washington, the most notable public building in the country.

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As a stage for military display, Tientsin is a veteran. In 1368 Tientsin was an important military garrison. At the turn of the 15th century great walls were flung up around it. The Taiping rebels besieged the city in 1853 and the effects of the siege could still be seen when the British and French, in 1860, bombarded it. Tientsin also felt the effects of the savage Boxer uprising.

Century-old caravan routes spread from Tientsin like spokes in a gigantic wheel, penetrating Shantung, Jehol, and Inner Mongolia.

While traders still ply the old routes, railroads and small vessels add to the commercial whirl of Tientsin. Scores of industries, large and small, employ many of the city's 1,388,000 people. Flour milling is important, while cotton mills operate more than 200,000 spindles.

Note: Photographs and brief references about Tientsin will be found in "Grand Canal Panorama," *National Geographic Magazine*, April, 1937; "Coastal Cities of China," November, 1934; and "Shifting Scenes on the Stage of New China," November, 1920.

Bulletin No. 1, March 7, 1938.

Drawn by Ralph E. McAleer

TIENTSIN DOES SENTRY DUTY SOUTHEAST OF PEIPING

The Grand Canal, once the chief link between China's north and south, joins the waterways around Tientsin to transfer its traffic to Peiping, and two railways make a similar transfer. Taku, just within the mouth of the Hai Ho (lower right), is the usual anchorage for large ships; passengers may take a train at Tangku or proceed in launches up the Hai Ho to Tientsin. Two branches of the Great Wall appear, the far northern spur beyond Kalgan at the upper left. Around Peiping spread features which are prominent in Chinese news and tradition: Great Wall, Grand Canal, Ming Tombs, Marco Polo Bridge, and Nankow Pass.

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The Gold Coast, Where Cocoa Is a Gold Substitute

"THE cocoa is burning!" sounds like a warning to a careless cook at breakfast. But on the Gold Coast it is a bad-business lament. Cocoa is being burned by the ton as a farmers' protest against low prices offered for chocolate crops. One district alone, Ashanti, will keep its fires of indignation burning with 23,000 tons, on the same principle of protest which brewed the Boston Tea Party.

Cocoa has until now been the "gold" of the Gold Coast of western Africa. Portuguese discoverers in the 14th century and even British governors at the opening of the 20th century expected that the country would live up to its name in exports of gold dust. But after the Portuguese brought over the cacao tree from the Americas, the green cacao pod was so well "mined" for its "golden" beans that cacao exports became twice as valuable as the gold (illustration, next page).

Human Carriers Replaced Horses Killed by Tsetse Fly

"Probably the richest area known in proportion to size" was a hopeful British estimate of the Gold Coast Colony three decades ago. In addition to gold and chocolate, the Colony has exported over a million carats of diamonds in a year. Manganese ore and bauxite, important to steel and aluminum manufacture, have made the Gold Coast more golden than ever with the progress of the machine age.

Rubber is slowly following the example of the flourishing cacao tree and adapting itself to the Colony's trade. Copra and palm oil from palm trees, African mahogany, teak, and ebony come from the dense forests.

Two drawbacks keep the Colony from being as gold-plated as surveyors had hoped. The tropical heat and rains stimulate growth but not work. Transportation is the greatest difficulty. The tsetse fly killed off horses so fast that for years the Gold Coast's trade depended on a single jungle track along which natives carried all burdens on their heads. Rapids barred the rivers to ships above canoe size, and no port could shelter ocean vessels until the construction of breakwaters at Takoradi within the present decade. A narrow-gauge railway makes an inland loop from the largest town, Accra on the coast, to the only interior town of any size—Kumasi, with 40,000 inhabitants.

A Gold Rush Revealed Diamonds in the River Gravel

The Gold Coast Colony has relatively little coast, only 330 miles, in comparison with the deep inland expanse of its rectangle of territory. Its area is larger than that of England and Scotland combined. Yet it has only one-third as many inhabitants as live in metropolitan London. Natives outnumber the non-African inhabitants a thousand to one.

This deep slice of Africa is known by its coastal name still because it has been difficult to penetrate. The title survives from the days when coastal forts for trade were the only European contacts with the Ivory Coast, Grain Coast, Slave Coast, and Gold Coast. The last has been the only one to endure.

"Voltaria" has been suggested as a more appropriate name for the Colony. The 900-mile Volta River system dominates the country as the Mississippi dominates the east-central United States. Black Volta, White Volta, and Red Volta are tributaries of the main river, which the Portuguese named because of its winding course. Though impassable to steamers, the rivers carry huge rafts of mahogany logs or casks of palm-oil towed by canoes.

Rivers and their feeding streams gave the Gold Coast its gold originally.

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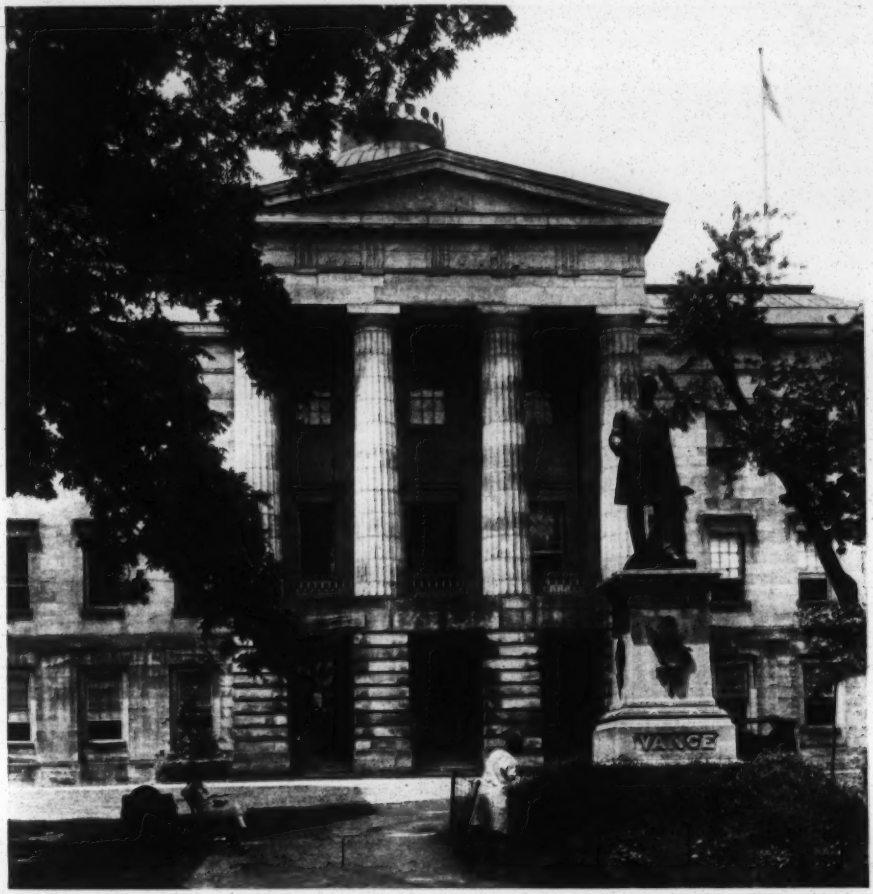
Largest of all the capitol buildings is found in Texas, the largest State. Second in size only to the National Capitol, it has less length, but several feet more height. Built of Texas red granite, it is topped by a Goddess of Liberty holding the "Lone Star."

During the Gothic period after the Civil War, when architects added all kinds of observation towers, jig-saw fretwork, and "gingerbread" decoration, the Statehouse of Albany, New York, was begun in 1871. Of mixed architectural styles, it has steep-roofed towers which give it the appearance of a French château.

Two striking departures from classic forms are the modern skyscraper capitols of Louisiana and Nebraska. That at Baton Rouge, when completed in 1932, was the tallest building in the South, its tower rising 450 feet.

Visible for miles across the Nebraska plains is the 400-foot tower of the new capitol at Lincoln, soaring from a square base which is 437 feet each way. The building is a copy of no other. It is decorated with buffalo and pioneer panels, with designs taken from the State's flora and fauna, and Indian beadwork.

Bulletin No. 2, March 7, 1938.



Photograph by Clifton Adams

RALEIGH BORROWED DIGNITY FROM THE ANCIENTS

The massive limestone Statehouse of North Carolina has columns and crowning pediment like the architecture of the Acropolis in Greece. The statue commemorates Zebulon Baird Vance, North Carolinian of Civil War days, who was three times governor of his State.

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The Equator Is Neptune's Tollgate

THE French liner *Normandie* recently plowed across the Equator down to Rio de Janeiro, and set some records—the largest ship ever to enter the southern hemisphere, and the largest catch Neptune ever made in the boisterous ceremony of "Crossing the Line."

The *Normandie's* enormous bow, sharp and flaring outward like huge wings, did not prevent Neptune from climbing aboard in traditional fashion. Right from ancient myth he rose to challenge the 20th-century headliner of the southern seas. And the *Normandie* bowed to his authority, as he formed his court of "shellbacks" from those who have crossed the Equator before, and put the "polliwogs," or novices, through the usual rowdy penalties for their first Equatorial trespass.

Ceremonies Have Viking Forerunners

The "polliwog" often is in the majority on ships crossing the Line, for it is the exception rather than the rule among travelers to have crossed the Equator. The entire globe can be circled without dipping below the Line. So what was once a perilous boundary between hemispheres is still a signal for mock adventure.

Though the *Normandie* was Neptune's bulkiest single catch, the sea king has had busier days than that of his welcoming the big liner. Once he initiated 29,751 polliwogs in a single day, in 1936 when the U. S. Fleet crossed the Line.

So old are the Equator-crossing ceremonies that their origins have been completely lost. Long ago, however, the Vikings celebrated the crossing of certain parallels with acts of good will, such as throwing a young bull overboard to appease the god of the sea. Present-day ceremonies are believed to have been passed on to Angles, Saxons, and Normans by the Vikings.

Equator celebrations usually begin the night before the ship crosses the Line. Davy Jones, impersonated by a seaman, appears dressed like the Lord High Admiral of the English Navy, with hat pointing fore and aft, gold epaulets, long blue coat, and shiny sword. As ambassador from Neptunus Rex, he states at what time he wants the ship hove to for reception of the Royal Party.

Sometimes "Shellbacks" Are Outnumbered

Next morning King Neptune, with Amphitrite, his queen, climbs over the bow. Below his golden crown of cardboard, flowing locks of Manila hemp tangle with a shaggy beard. About his neck hang two ginger ale bottles lashed together—his binoculars. His royal robe is an old potato sack. Brandishing his trident, he calls the court of "shellbacks" to order and takes his place beside Amphitrite, who is usually the fattest member of the crew, scantily masqueraded in sack cloth skirt and seaweed. Initiations vary on different ships and under different flags, but the court usually consists of the Royal Scribe, Doctor, Barber, Devil, and Bears.

The Bears round up all the "polliwogs" for initiation. Often there are many passengers who have never crossed the Line, and the Bears, sometimes sadly in the minority, have a terrific struggle.

When the "polliwogs" are finally corralled, the Scribe calls off a name and the "guilty one" steps forward to hear charges brought against him. Immediately seized by the Doctor for a "physical examination," the patient may suffer anything from electric shocks to having huge soap pills stuffed in his mouth with a strong solution of salt water for chaser.

While the culprit still gulps, the Barber, using a large paint brush, may lather

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Natives "washed" the yellow grains from stream beds, and every village had its goldsmith. Now gold-bearing rocks are dynamited from the depths of mines, and the gold is set free by machinery and chemicals.

Diamonds are the rivers' latest gift to Gold Coast wealth. Gold-seekers in 1919 found the first of the Colony's sparklers while "washing" for gold. Truckloads of river gravel are now churned about on a large scale to extract small diamonds, used in cutting and grinding equipment.

Forests blanket three-fourths of the Gold Coast, and orchid-festooned jungles are thick enough to shut out the sky. Clearings, however, allow plantations of the oil palm, and enough cacao trees to make the Gold Coast the world's outstanding producer of cacao beans—of almost 40 per cent of the world's chocolate.

Note: The Gold Coast can be located on The Society's Map of Africa, a supplement to the June, 1935, issue of the *National Geographic Magazine*. Copies of this map may be obtained from The Society's Washington, D. C., headquarters at 50c (paper) and 75c (linen).

See also in the GEOGRAPHIC NEWS BULLETINS: "Development Rapid in the Cacao Coast of North Africa," week of May 2, 1927.

Bulletin No. 3, March 7, 1938.

© *Publishers' Photo Service*

GOLD ON THE GOLD COAST IS CHOCOLATE IN GREEN PODS

Exports of cocoa are just twice as valuable now as the gold dust and nuggets for which the Gold Coast was named. Green pods grow along the trunk and branches of the cacao tree, producing two crops a year. When the pods ripen from green to brown, natives pick them, using scissors crudely mounted on a pole to cut down the high ones. About three dozen almond-shaped beans are extracted from the juicy pulp of each pod, dried, and shipped in big bags to England, to become cocoa butter, cocoa, and chocolate.

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Two Bostons Keep in Touch Across the Sea

WHEN the 350th anniversary of Governor Winthrop's birth occurred on January 12, the event was not overlooked in British newspapers. He was recalled with pride as the English founder of Boston, Massachusetts. For the tie between British Boston and its American namesake is kept alive still. There is many a reminder in both places that they were even more closely related three centuries ago.

Massachusetts' metropolis took the name of its ancestor town in Lincolnshire. The latter had previously been home town for many of the original thousand Puritan settlers, who, in 1630, fought homesickness and Indians with one hand and with the other built a new Boston.

The name itself originated in medieval Britons' slurring of "Botolph's Town," variously mispronounced since a small settlement began to cluster about the monastery which St. Botolph built in 654 A.D. on a desolate spot in the fens of England's east coast.

Named for Saint of Seventh Century

The older Boston was generous with more than her name. She also gave four early governors to the Massachusetts colony and one to Rhode Island.

Since Boston, Massachusetts, has grown large enough to make nearly 100 towns the size of its name giver, it sends a constant stream of visitors to the mother town and has received in return a stream of relics as commemorative gifts. One item in its collection is a letter of sympathy from its English parent on the death of Abraham Lincoln. Through generosity of the mother town, American Boston has remnants, pictures, and models of ancient buildings in the British port. Yet, it is partly through the generosity of the daughter town that Boston, England, has been able to preserve and restore the originals of these same buildings. After giving a rowdy tea party to protest against even one cent of taxation without representation, Boston has spent thousands of dollars in England for commemoration.

Boston, Senior, was once a seaport second only to London. It is now little larger than Plymouth, Massachusetts, though fully three times as old. Situated on the River Witham, 4 miles inland from the Wash (a North Sea "bite" out of England's east coast) it is a modest shipping, market, and fishing center for the rich flat farmlands of Lincolnshire a hundred miles north of London. Its famous church tower (illustration, next page), called the "Stump" because the lofty top does not come to a point, is the tallest thing within thirty miles of smooth green countryside, mainly reclaimed marshes and almost as level as a billiard table.

Where Pilgrim Fathers Made False Start

The Boston Stump was a landmark of ill omen to the Pilgrim Fathers. In the fall of 1607, when they made their first attempt to escape from England's intolerance to The Netherlands, they chose Boston as a convenient port for embarking upon the boat which they had secretly chartered to smuggle them away. The captain betrayed them to the police, so that they were arrested and imprisoned in Boston because it was illegal for good Britons to take French leave of their own country.

The 15th-century Guildhall, sturdily built of brick with a handsome window of ancient stained glass and a heavy door practically on the sidewalk of Strait Bargate, was the scene of their trial and imprisonment. Part of the heavy wooden balustrade from the prisoners' dock in which they stood has been presented to the Boston Public Library in Massachusetts. Above the court room is a spacious banqueting hall for civic revels of Elizabethan heartiness, complete with minstrels' gallery, ample kitchens, and cavernous fireplaces.

Of the whitewashed iron-barred stone cells in which the Pilgrim Fathers were confined, two are still to be seen in the Guildhall cellar, beside the narrow winding staircase and trap door which later conducted them to freedom—and to other journeys in search of a home.

The center of old Boston is the broad triangular Market Place, walled in by tight rows of old shops of all heights, closely packed into line sometimes with space only two windows wide. On market days bright awnings cover the temporary stalls of merchants and red-faced farmers, displaying vegetables, fruit, fish, seeds, and farm implements. On all other days there is ample space for parking automobiles. Thriving business in this spot enabled the town to exact a charter from King John in 1204, even before he signed the Magna Carta.

Within a block or two are most of the local landmarks: hotels such as the old Peacock and Royal, the White Hart, or the Red Lion, which opened for business soon after Columbus discovered America; the small red brick Free Grammar School, established before the birth of Shakespeare; the old family mansion of the poetess and novelist of the preceding century, Jean Ingelow; the slow full River Witham, whose masts and sails of fishing boats riding the tides at

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him with a dirty mixture of thick soap suds and coal soot, or even black paint, before shaving him with a wooden razor the size of a butcher's knife. On long voyages the Barber may hack away hair with coarse shears. Mercurochrome or red dyes are popular after-shaving lotions.

At this point the victim may be passed along to the Devil, who breaks an egg over his head, and shoves him backwards into a tank of water. The Bears duck him several times before he is freed (illustration, below).

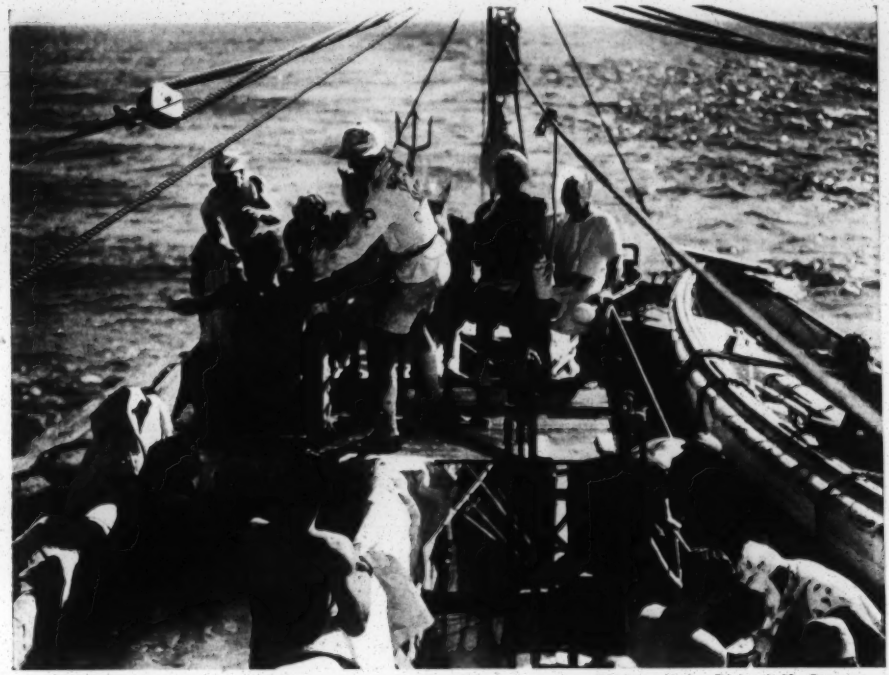
Once a "polliwog" is initiated, he receives a certificate signed by Neptune and addressed to all mermaids, sea serpents, whales, sharks, porpoises, dolphins, skates, eels, suckers, lobsters, crabs, and other living things of the sea, admitting him to the superior order of "shellbacks."

Although initiations are not unduly rough, they are seldom inflicted upon women aboard. If a woman is adventurous enough to travel across the Equator, it is felt that this alone entitles her to a certificate.

Even in an airplane today there are Equator-crossing formalities. Neptunus Rex cannot climb aboard, but Jupiter Rex demands recognition. As "king of the heavens, lord of the sun, moon, planets, stars and nebulae, ruler of the winds and weather, master of lightning and thunder, supreme potentate of all things above the surface of the earth" he issues a certificate to flying "polliwogs."

Note: Additional references to the ceremonies of "crossing the Line" may be found in "Eclipse Adventures on a Desert Isle," *National Geographic Magazine*, September, 1937; and "Crossing the Equator with the American Navy," June, 1921.

Bulletin No. 4, March 7, 1938.



Photograph by Richard H. Stewart

EVEN NAVY SHIPS CANNOT RESIST NEPTUNE'S TRIDENT

Armed only with the three-pronged spear which rises above the seated "Court," Neptunus Rex invades every ship that "crosses the Line" for a bit of Equatorial hazing. The royal family includes Amphitrite, his wife, and the Royal Baby (right). "Polliwogs" who have never crossed the Equator before climb the ladder for close inspection by Neptune and his Court Doctor; then they show how well they can stand salt water by being ducked into the canvas tank (left). This ceremony took place on the U.S.S. *Avocet*, which carried the National Geographic Society-U. S. Navy Eclipse Expedition of 1937 to Canton Island, in mid-Pacific.

the very foot of the Boston Stump were captured on canvas by the English landscape painter, Turner.

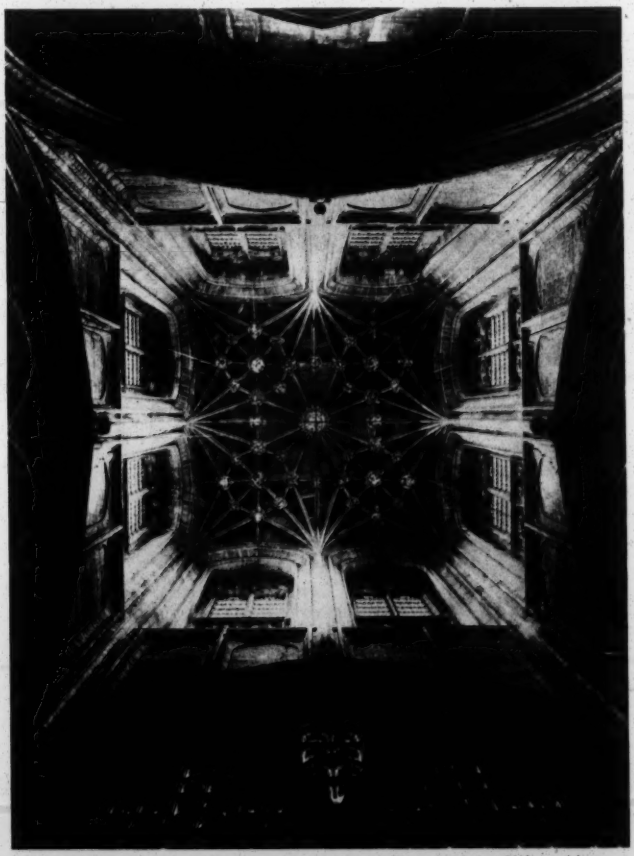
Pride of the town is the nobly towered church, already six centuries old. The Founders' Chapel, after serving as lumber room and as shelter for the town's fire engine, has been restored as a memorial to Reverend John Cotton, spiritual leader in both Bostons three centuries ago.

Marks at the base of the Stump outside record flood tides in previous centuries. Until construction of dykes, sluices, and windmills turned the countryside into a first cousin to The Netherlands (illustration, inside cover), the sea often imposed on Boston's hospitality. Surrounding salt marshes, although early Romans tried to drain them, were crossed at great peril even on stilts or in boats until the 19th century. Shipping, now convenient and safe, is booming in Boston, and much coal is brought here by rail for export.

The town's coat of arms acknowledges the importance of water traffic: a ram and a bag of wool, symbols of the local wool trade, are supported on a crest by two obliging mermaids.

Note: Additional material about Boston, England, will be found in "A Tour in the English Fenland," *National Geographic Magazine*, May, 1929; information and photographs about her New World namesake will be found in "Boston Through Midwest Eyes," July, 1936.

Bulletin No. 5, March 7, 1938.



Photograph by Clifton Adams

THE STONE ROOF HANGS IN THE SKY AS LIGHTLY AS A GIANT SNOWFLAKE

Looking up into the famous church tower called the "Stump" (because of its flat top) the observer seems to be in an extremely high-ceilinged room with a carved top which is one of the world's highest roofs of stone. The central boss weighs six tons. Lofty windows light the geometric grace. The tower escaped the vandalism of Cromwell's soldiers, who tethered their horses in the church aisles and pockmarked the walls with target practice.